

# The Liongkong Telegraph.

(ESTABLISHED 1881.)

NEW ERIES No 4413.

廿九十二年十月七日

SATURDAY, DECEMBER 5, 1903.

六拜禮

香港二十英里五號

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

## BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 21,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,100,000

Head Office: YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTHSIN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARRS' BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HODSUMI,  
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND—

Sterling Reserve ..... \$10,000,000

Silver Reserve ..... \$6,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. Dickson, N. A. Siebs, Esq.

E. Goetz, Esq. H. W. Slade, Esq.

C. Michelau, Esq. C. A. Tones, Esq.

H. Schubart, Esq. E. S. Whealton, Esq.

E. Shellum, Esq.

CHIEF MANAGER:

Hongkong—J. K. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

J. K. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 3½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... \$1,000,000

Paid up Capital ..... \$324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kiu Shan, Esq. | J. Scott Harston, Esq.

Chow Tung Shing, Esq. | J. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTI GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 1st September, 1903. [16]

TO LET.

NO. 1, RIPPON TERRACE in FLATS.

No. 4, RIPPON TERRACE, No. 15, WONG NEI CHONG ROAD, facing  
Race Course.

FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER),  
GODOWN No. 3A, BLUE BUILDINGS.

GODOWNS: PRAYA EAST.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 1st December, 1903. [17]

Military Band during dinner on Saturday Nights.

THE GUARANTY TRUST COMPANY OF  
NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.

U.S. Gold

PAID UP CAPITAL ..... \$2,000,000

SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARK'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4 "

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1902. [18]

INTERNATIONAL BANKING  
CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES  
OF AMERICA IN CHINA AND THE  
PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000 ..... \$820,000

Surplus (Reserve) Gold \$4,000,000 ..... \$820,000

Total ..... Gold \$8,000,000 ..... \$1,640,000

Capital and Surplus authorized, Gold \$10,000,000

=\$2,055,000.

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

The Corporation buys and sells Bills of  
Exchange, issue Letters of Credit and carries  
on every description of Banking and Exchange  
business. Money received on Current Deposit  
Account at the rate of 2 per cent. per annum  
on the daily balances, and on Fixed Deposit  
as follows:

For 12 months, 4½% per annum.

" 6 " 3½ "

" 3 " 3 "

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,  
Manager.

Hongkong, 26th May, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE BANK purchases and receives for collection  
Bills of Exchange drawn on the above  
Places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

E. W. RUTTER,  
Manager.

Hongkong, 12th August, 1903. [20]

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... \$800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... \$800,000

RESERVE FUND ..... \$75,000

INTEREST ALLOWED on a CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3½ "

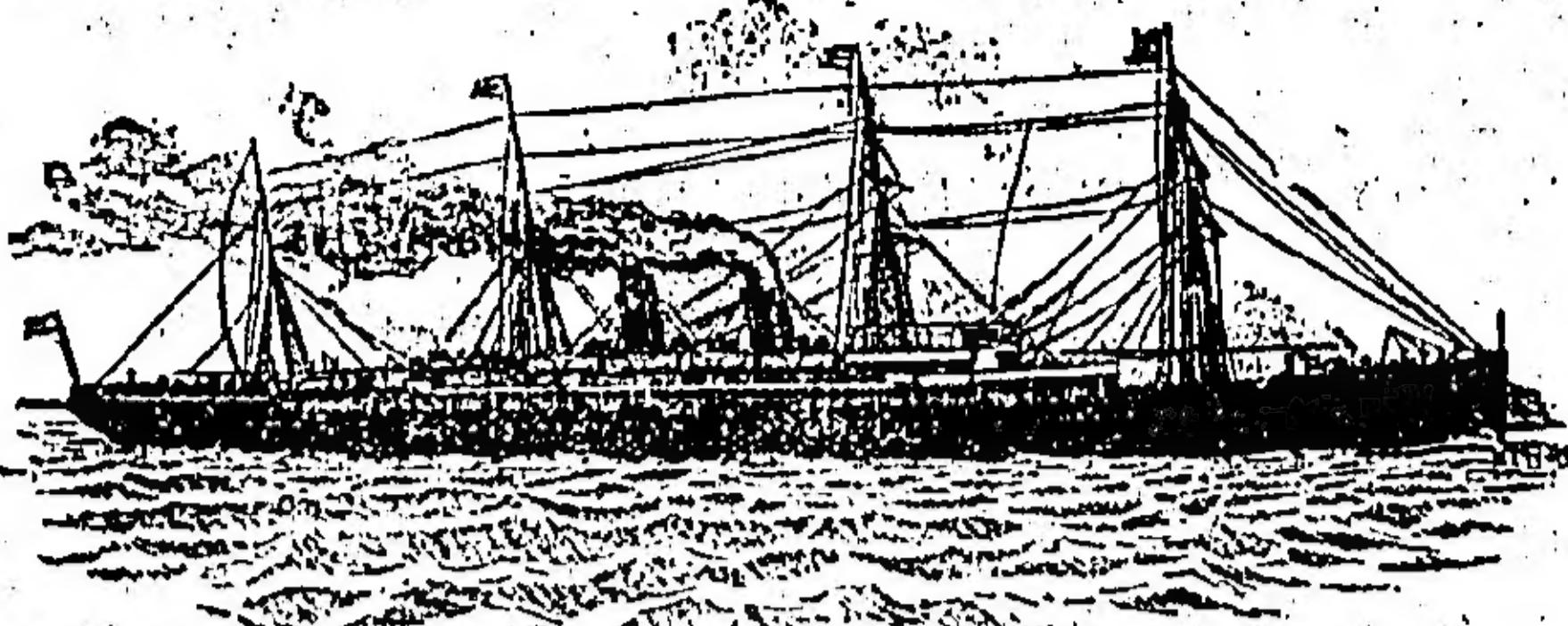
" 3 " 2½ "

T. P. COCHRANE,  
Acting Manager.

Hongkong, 18th May, 1903. [21]

Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC" .....	4,352 Gross Tons, WEDNESDAY, 9th December, at Noon.
"AMERICA MARU" .....	6,307 " FRIDAY, 18th December, at Noon.
"KOREA" .....	1,476 " SATURDAY, 26th December, at Noon.
"GAELIC" .....	4,205 " SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU" .....	6,307 " SATURDAY, 9th January, at Noon.
"CHINA" .....	5,060 " TUESDAY, 16th January, at Noon.
"DORIC" .....	4,784 " FRIDAY, 29th January, at Noon.
"NIPPON MARU" .....	6,307 " SATURDAY, 6th February, at Noon.
"SIBERIA" .....	11,284 " SATURDAY, 13th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE O. &amp; O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 9th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; dock bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest part of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd December, 1903.

J. STUART THOMSON, Acting Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" .....	6,000 Tons .....	WEDNESDAY, 16th December.
" " "EMPERESS OF CHINA" .....	6,000 " .....	WEDNESDAY, 13th January, 1904.
" " "ATHENIAN" .....	3,882 " .....	WEDNESDAY, 27th January.
" " "EMPERESS OF INDIA" .....	6,000 " .....	WEDNESDAY, 10th February.
" " "TARTAR" .....	4,425 " .....	WEDNESDAY, 24th February.
" " "EMPERESS OF JAPAN" .....	6,000 " .....	WEDNESDAY, 9th March.
" " "EMPERESS OF CHINA" .....	6,000 " .....	WEDNESDAY, 10th March.
" " "EMPERESS OF INDIA" .....	6,000 " .....	WEDNESDAY, 20th April.
" " "ATHENIAN" .....	3,882 " .....	WEDNESDAY, 27th April.
" " "EMPERESS OF JAPAN" .....	6,000 " .....	WEDNESDAY, 11th May.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage—YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIQUE PORTS; NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th Dec. Freight.
NURNBERG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	29th Dec. Freight.
AMBRIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th January, Freight.
NUJIA .....	NEW YORK. Via SUEZ.	About end of December. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 1st December, 1903.

Shipping.

Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON, AND MACAO  
STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN" .....	4,363 tons .....	Captain H. D. Jones.
" " "POWAN" .....	2,338 " .....	G. F. Morrison, I.N.R.
" " "FATSHAN" .....	2,260 " .....	A. W. D. K. M.
" " "HANKOW" .....	3,973 " .....	C. V. I. H. Y.
" " "KINSHAN" .....	2,860 " .....	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNG-JIAN" .....	1,998 tons .....	Captain W. E. Clarke.
Do. " " " " " .....	Do. " " " " " .....	Departures from Hongkong to Macao daily at 2 P.M. Sunday Do. " " " " " .....

Departures from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" .....	2,9 tons .....	Captain T. H. Hui.
Do. " " " " " .....	Do. " " " " " .....	This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.  
CANTON-WUCHOW LINE.

S.S. "SAINAM" .....	388 tons .....	Captain B. Branch.
" " "NANNING" .....	36 " .....	C. Butchart.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel, OR OF BUTTERFIELD &amp; SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles, all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegram, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

## EDWARDS, PIRY &amp; COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of EDWARDS, PIRY &amp; COMPANY, LIMITED, will be held at the Company's Offices, No. 1, Duddell Street, on TUESDAY, the 8th of December, 1903, at 11 o'clock in the forenoon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 18th of November, 1903, will be submitted for confirmation as Special Resolutions:—

- That this meeting approves of the proposed sale of the business of the Company to Joseph Snowell Plant.
- That the Company be wound up voluntarily, so far as it was necessary for winding up.
- That Joseph Snowell Plant be and he is hereby appointed liquidator for the purposes of such winding up.

T. EDWARDS,  
S. D. PIRY,  
General Managers.

No. 1, Duddell Street, Hongkong, 21st November, 1903. [1404e]

## THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

## DWARF MEN OF GUINEA.

THE APE-LIKE MARSH-DWELLERS RECENTLY DISCOVERED BY SIR F. WINTER.

The Melbourne correspondent of the London *Daily Chronicle* says: The interest of all scientific Australia has been aroused by the receipt by the Prime Minister of two reports from the ex-Administrator of British New Guinea, Sir Francis Winter, and the present Acting Administrator, Mr. Robinson, describing the extraordinary native tribes which these officials have discovered during their journeys into the interior of the new possession of the Commonwealth. Sir Francis Winter's report is the more interesting, for it gives to the world details concerning the curious marsh-dwellers, the dwarf Ahgai-ambo tribe. This remarkable race was found in an extensive tract of fern country near the Musa River, a watercourse between the Mambara River and Cape Nelson. This is Sir Francis' story of his discovery towards the end of last year:

Emerging from the forest [a dense forest near the River Musa] we came out on a flat covered with reeds and rank grass, and after walking a couple of hundred yards through this we arrived at the margin of an extensive sheet of shallow water. On the side of this mere, and close to a bed of reeds and flags, was a little village of the dwarf Ahgai-ambo tribe. After much shouting a man and woman came across to us. Each came in a small canoe, which, standing up in, they propelled with a long pole. The Ahgai-ambo have, for a period that extends back beyond native tradition, lived in this swamp.

They never leave their morass and the Barugi assured us that they are not able to walk properly on hard ground, and that their feet soon bleed if they try to do so. The man that came on shore was, for a native, middle-aged. His feet were short and broad, and very thin and flat with, for a native, weak-looking toes. This last feature was still more noticeable in the woman, whose toes were long and slight, and stood out rigidly from the foot, as if they possessed no joints. The feet of both the man and the woman seemed to rest on the ground something like wooden feet would do. The skin above the knees of the man was in loose folds, and the sinews and muscles around the knee were not well developed. I had a good view of our visitor while he was standing towards me, and in figure and carriage he looked to be more ape-like than any human being that I have seen.

Elsewhere in his report Sir Francis tells of another dwarf tribe, the Korobas, whose chief measured only 4ft. 2in. in height, and 26in. round the chest. This little nobleman dwells with his people on the upper reaches of the Kunusi River; he is declared to be "a staunch supporter of the Government."

Mr. Robinson's advance guard stumbled upon a member of a tribe quite new to the expedition.

He was small and slight of stature, his hair was bound in long stiff tails, and covered in a fool's cap of native cloth, the narrow end of which was allowed to fall down his back. Wherever we traversed a track our scout disclosed spear pits 6ft. in depth, the mouths cunningly concealed with a covering of twigs, earth, and leaves, furnished with spears with the points uppermost, ready to transfix the stranger who might fall into the pit. These natives, moreover, have a trick of planting small foot spears in the way, concealed by a few leaves, at such an angle that they will strike the foot of the passer-by. The natives here were of good stature and warlike. I saw no evidence of steel tools. They were all armed with formidable spears, shields, and stone clubs.

## Notice of Firm.

## NOTICE.

THE HONGKONG and CHINA GAS Co. beg to notify that on and after December 1st Mr. KUNG HING of 386, Des Voeux Road West, will be the Contractor for the purchase of the Company's COKE and TAR and orders for same should be addressed to him,

GEORGE CURRY,  
Local Secretary,

Hongkong, 1st December, 1903. [1438c]

## For Sale.

## FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace, Hongkong, 1st December, 1903. [1375c]

## INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO., Hongkong, 28th May, 1903. [1438c]

## Intimations.

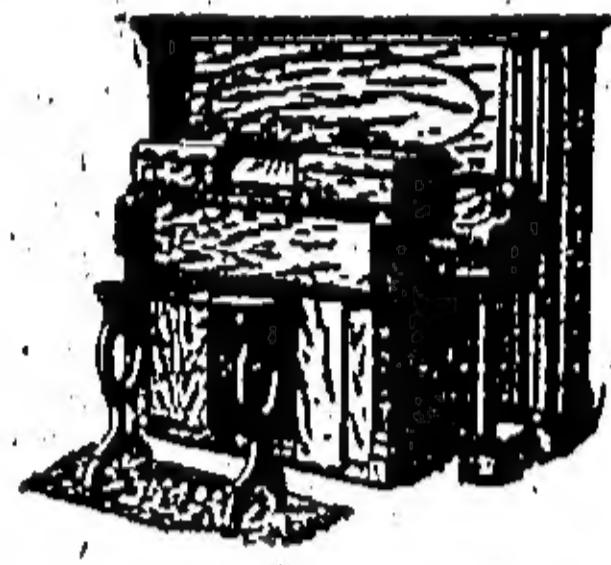
## THE

## ROBINSON PIANO Co., LTD.

## NOTE.

ENTIRELY NEW STOCK ARRIVING. SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE. GREAT REDUCTIONS in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



## THE APOLLO MASTER PIANO PLAYER

## THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

## PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "The Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [415c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR, AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [18]

## THE NEW FRENCH REMEDY TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Richard Kostka, Doctor Velpeau, and others, has now been introduced in a medicine of the kind, and surpasses everything hitherto employed.

**ATHERAPION NO. 1** is a rapidly acting, easily digestible, removal of all discharges from the urinary organs, effectually preventing infections, those of which does irreparable harm by laying the foundation of many diseases, such as gonorrhoea, scrofula, &c., &c. Irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tryed remedies have been powerless.

**ATHERAPION NO. 2** for the exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

**ATHERAPION** (capital Chemists and Merchants) throughout the world. Price in England 9/- a 16.7/- in ordering, state which you require. Trade Marks, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's His Comptroller, and without which it is a forged.

Sold by A. S. WATSON & CO., Limited, Hongkong, China and Manila. [144d]

## AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

PRICE VERY MODERATE.

Hongkong, 14th September, 1903. [1120c]

## Intimations.

## Intimation.

## YOU WILL NOT BE DECEIVED.

That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The effective remedy known as

## WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod-liver, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be is plain to everybody. It is beyond price in Anemia, Scrofula, Weakness and lack of Nervous Tone, Wasting Diseases, Bronchitis, La Grippe, Lung Troubles and Impurities of the Blood. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalse, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world and A. S. Watson & Co., Limited,

## THE CHINA &amp; JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

## HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

## EXCHANGE LINES, \$100 Per Annum, PRIVATE LINES, By Arrangement.

## NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

## ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

## BATTERIES, CHEMICALS, ELECTRIC BELLS,

## INSULATORS, LIGHTNING CONDUCTORS, SWITCHES,

## TELEPHONES, WIRE, &amp;c., &amp;c.,

## PRICE LISTS ON APPLICATION.

## ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

## NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.,

Manager

Hongkong, 2nd April, 1903. [20]

Estimates given for all classes of work on application to:

THE HONGKONG TELEGRAPH OFFICE.

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 14th September, 1903. [1120c]

Estimates given for all classes of work on application to:

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

2, ICE HOUSE ROAD,

Hongkong.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

THE leading English Newspaper in China. Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this; unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week, \$2.85

One month, 7.20

Two months, 13.00

Three, 20.00

Six, 37.50

Twelve, 73.00

No charge less than one dollar.

Discount allowed on—

1 Month Contract, 5 per cent.

6 " 10 "

12 " 25 "

C. DE CHAMPEAUX, Agent

Hongkong, 4th December, 1903. [1042c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG,

VIA SHANGHAI, INLAND SEA OF JAPAN,

KOBE AND YOKOHAMA,

FOR VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers, Tons, Captains, 1903-04.

Tacoma\*, 2,872 M. Ridley, Dec. 15

Victoria\*, 3,523 J. Truebridge, Dec. 19

Tramont, 9,666 T. W. Garland, Dec. 24

L

## Intimations.

**A. S. WATSON & CO.,  
LIMITED.**

IMPORTERS OF HIGH-CLASS  
SHERRY.

B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	... \$12.00
C. MANZANILLA, PALE NA- TURAL SHERRY, White Capsule	... 13.50
CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule	... 16.00
D. VERY SUPERIOR OLD PALE DRY, Choicé Old Wine, White Seal Capsule	... 18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	27.00

B, C, and CC are excellent Dinner Wines.  
D and E are After-Dinner Wines, of a  
very superior vintage. All are guaranteed  
pure Xeres Wines.

Samples bottles and smaller quantities  
will be supplied at proportionate wholesale  
rates.

We only guarantee our Wines and Spirits  
to be genuine when bought direct from us in  
the Colony or from our authorised Agents  
at the Coast Ports.

**A. S. WATSON & Co.,  
LIMITED,**

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 156.  
CABLE ADDRESS: "ACHE," HONGKONG  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣  
TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. PRICE & Co.)

XMAS & NEW YEAR CARDS.

**FURNITURE  
DEALERS.**

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS.  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC  
DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

**CARMICHAEL AND  
CLARKE,**  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL" Hongkong.  
A. B. C. Code, 4th Edition.  
A. I. Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer  
made in the tropics—**SAN MIGUEL**.

## NOTICE.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**  
DAILY—\$10 per annum.  
WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue is in any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

**The Hongkong Telegraph**

HONGKONG, SATURDAY, DECEMBER 5, 1903.

## RUSSIA AND JAPAN.

## LOCAL AND GENERAL.

**APPLICATIONS** for passage brokers' licences for the year 1904, under Ordinance No. 1 of 1889, will be received at the Harbour office from the 1st to the 30th instant.

**PUBLIC LATRINES** are to be erected on the west of the Bowrington Canal, in Canal Road West, and on the vacant land on the north side of Bridges Street, near Ching Wong Street.

**MESSRS. A. G. M. Fletcher and J. J. Bullen** have been appointed deputy registrars of marriages, the former with effect from and including the 17th inst., the other from the 4th inst.

H.E. the Officer Administering the Government has approved the appointment to the Hongkong Volunteer Corps of Dr. E. A. R. Laing as lieutenant (supernumerary medical officer).

A NEW issue of unified stamp has been received in Penang, and will be issued to the public as soon as the old ones have been sold out. Applications have already been received from stamp collectors in England for copies of the new issue.

The adhesion of Russia to the terms of the Sugar Convention is now imminent, says a recent cable from Brussels. Baron Korff, the Russian delegate, has had conferences with the Permanent Commission, the effect of which has been to remove all difficulties. The conditions of Russia's adhesion are now being drawn up.

ON Monday afternoon on the Happy Valley the Hongkong Football Club "A" team will play I.M.S. Number under Association rules. Kick-off at 4.30 p.m. The following will play for the Club—C. C. Hickling, goal; H. C. Austen and J. M. Forster, backs; L. C. Rees, W. T. Caulfield, and H. C. Gray, halves; E. J. Davies, C. H. R. Chesney, A. J. Darby, W. H. Williams, and H. F. Chard, forwards.

BY virtue of the authority vested in him by the third section of the Hongkong Extension Emption Ordinance, 1899, the Officer Administering the Government has ordered and declared, that the Licensing Consolidation Ordinance, 1887, shall, from the 27th ult., apply to the New Territories, in so far as it relates to the licensing and regulation of public vehicles and of traffic carried on by means of such vehicles.

INFORMATION has been received from the military authorities that heavy gun practice will be carried out from Victoria Battery on the 16th of December, between 9 and 11 a.m., if the range is clear, but if not it will be carried out a later hour on the same day. The firing will be at a target moving from a point opposite Lower Belchers Battery, South-West of Stonecutters' Island, to Chung Hua, at a range of about 4,500 yards.

THE Negri Sembilan Estimates for the ensuing year have been published. At the end of the current year it is estimated that there will be a credit balance of \$12,065, including a sum of \$129,907 brought forward on January 1st. The balance of assets over liabilities on December 31st, 1904, is estimated at \$143,545. The chief public works are \$15,000 out of \$10,000 for public offices; \$10,000 towards Astana at Sri Menanti; and roads.

GUN practice will take place from Lyemun (Pak-sha-wan and Sywan Batteries) in the direction of the entrance to Junk Bay at ranges from 2,000 to 4,000 yards on the 11th of December, and from Stonecutters' West Battery in a south-westerly direction at ranges from 600 to 2,000 yards, on the 12th of December, 1903. If the weather is unfavourable on either of the above dates, practice will take place on the 14th of December. Practice will commence at 9.30 a.m. on the 11th and at 9 a.m. on the 12th, and end at 11 a.m. daily, if the range is clear.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th November, 1903, as certified by the managers of the respective banks, are published in the Gazette:—

Banks.	Average Amount in Reserve.	Specie
Chartered Bank of India, Australia and China,.....	\$3,399,296	\$2,000,000
Hongkong and Shanghai Banking Corporation,.....	11,864,565	7,000,000
National Bank of China, Limited,.....	443,640	150,000
Total,.....	\$15,666,931	\$9,150,000

WITH reference to the Japanese gun on Southsea Common, "Ret'd Commander" writes to *Truth* :—1, for one, am grateful to you for calling attention to the absurd mistake in the descriptive plate fixed on the carriage of the Japanese gun presented by the Queen and placed by Portsmouth Corporation on Southsea Common. Year after year I wrote in courteous terms pointing out the error, and my letters appeared in the local Press. Finally, in despair, about twelve years ago, I offered to subscribe one shilling if nineteen others would do the same to provide a new plate, in case financial difficulties stood in the way. But even this generous offer produced no results. May your appeal be more successful! I hope, however, that the cannon will not be removed. It possesses considerable historical interest, showing that at a time when Japan was a closed country, and when the impression generally prevailed that its people fought with bows and arrows, they really possessed guns equal to those of European nations. And those who, like myself, faced these guns can testify that they were handled in a manner that would have done credit to the gunners of any nation.

THE Beer to drink in the tropics is the Beer made in the tropics—**SAN MIGUEL**.

CAKE of plague is reported as having occurred during the past twenty-four hours, an infected (Chinese) body being found near 355, Des Vaux Road, West.

TWENTY-FOUR subscription griffins, being the first batch of animals coming down from Shih-hai for the race season, are expected to arrive to-morrow, per the *Chrysanthemum*.

## RICKSHA FARES.

## IN THE NEW TERRITORY.

The following fares for the hire of rickshas on the new Tai Po Road beyond New Kowloon are published in the *Gazette*:—

To 1st mile—single	75 cents	1 hour
return	\$1.20	2 hours
Beyond 1st to 4th mile—single	\$1.20	2 hours
return	\$1.50	4 hours
Beyond 4th to 9th mile—single	\$1.75	2½ hours
return	\$2.00	3 hours
Beyond 9th to 13th mile—single	\$2.00	3 hours
return	\$2.50	7 hours

Fares for journeys beyond the 13th mile to be a matter of previous arrangement in each case.

The fares apply to one ricksha with three coolies from Tsim Sha Tsui.

## CANADIAN PACIFIC RAILWAY COMPANY.

## TWENTY-SECOND ANNUAL REPORT.

Mr. D. E. Brown, general agent of the G. P. R. Co. for China, Japan, India, etc., forwards to the twenty-second annual report of the directors of the Canadian Pacific Railway Company for the year ended June 30th, 1903, which we have pleasure in reproducing as under:—

To the Shareholders.

The accounts of the company for the year ended June 30th, 1903, show the following results:—

Gross earnings.....	\$4,937,373.04
Working expenses.....	26,160,527.20
Net earnings.....	\$1,776,845.84
Interest on deposits and loans.....	\$61,032.41
Interest due from the Duluth, South Shore and Atlantic Ry. Co. on consolidated bonds held by the company.....	364,860.00
Less advanced by the company.....	142,928.00
Interest from Minneapolis St. Paul & Sault Ste. Marie Ry. Co. on bonds held by the company.....	462,000.00
Interest from Mineral Range Railroad Co. on bonds held by the company.....	50,160.00
From this there has been charged a half-yearly dividend on preference stock of 3 per cent., paid 1st April, 1903.....	8,600,000.00
And a second half-yearly dividend on ordinary stock of 3 per cent., paid 1st April, 1903.....	2,112,500.00
Deduct fixed charges.....	874,453,658.10
Surplus.....	\$10,671,460.97
Deduct amount applied against cost of steamships.....	150,000.00
From this there has been declared a second half-yearly dividend on preference stock of 3 per cent., payable 1st October, 1903.....	8,600,000.00
And a second half-yearly dividend on ordinary stock of 3 per cent., payable October 1st, 1903.....	2,112,500.00
Total,.....	\$7,518,960.92

From this there has been declared a second half-yearly dividend on preference stock of 3 per cent., payable 1st October, 1903.....

And a second half-yearly dividend on ordinary stock of 3 per cent., payable October 1st, 1903.....

2. The working expenses for the year amounted to 63.97 per cent. of the gross earnings, and the net earnings to 36.03 per cent., as compared with 62.44 and 37.56 per cent. respectively in 1902.

3. Your directors deemed it desirable to acquire for your company control of the Kingston and Pembroke Railway, extending from Renfrew, on your main line, to Kingston, on Lake Ontario, a distance of 11 miles. It has been arranged that this be done at a cost of \$848,744, and you will be asked to approve the expenditure of 21,602 shares of the preferred stock and 182 shares of the common stock, constituting about 83 per cent. of the whole capital of the Kingston and Pembroke Railway company, will be deposited with your treasury securities. The line is now being operated under working arrangements with that company, pending the execution of a formal lease which will be submitted for your approval.

4. For several years past your company has been operating the Calgary and Edmonton Railway for account of the owners, receiving in return the benefit of all the traffic in either direction between points on the Calgary and Edmonton line and points reached by your system. The country along the line has been settled with considerable rapidity and the contributed traffic has grown to large proportions. Under these circumstances, your directors thought it wise to prevent the possibility of the railway passing into unfriendly hands, and, therefore, they entered into an agreement to lease the line, extending from Macleod to Edmonton, in Alberta, a distance of 293 miles, for a period of ninety-nine years, guaranteeing, by way of rental, 4 per cent. per annum on the Calgary and Edmonton Railway Company's Consolidated debenture stock, amounting to £1,121,700. To ensure the complete control of the property and its franchises, your directors contracted to purchase for your Company all of the capital stock of the Calgary and Edmonton Railway Company for the sum of \$500,000. You will be asked to formally sanction their action and to approve the lease.

5. An agreement has been made with the Lindsay, Bobcaygeon and Pontypool Railway Company for the lease, on its completion, of that company's line from Burketon, on the main line of your Ontario and Quebec Section, to Lindsay and Bobcaygeon, a distance of about 40 miles. The rental to be paid is 4.2% of the gross earnings, but not less than \$10,000.

For the Directors,

T. G. SHAUGHNESSY,

President.

T. G. SHAUGHNESSY,

## TELEGRAMS.

(Reuters.)

## Great Britain and the United States.

LONDON, 3rd December.  
Sir Mortimer Durand, in presenting his credentials to President Roosevelt, informed him that the King had directed him to assure the President of his earnest desire that the existing friendly relations between the United States and Great Britain might be maintained and strengthened. President Roosevelt cordially reciprocated His Majesty's desire for the friendship and good will of the two countries.

LATER.

## Great Britain and Tibet.

The St. Petersburg correspondent of the *National Zeitung* says that the British action re Tibet was initiated in the nick of time to prevent the proclamation of a Russian protectorate, and that Russian statescraft has not suffered so serious a reverse since 1878.

**The Purchase of Chilean Warships.**  
Great Britain has bought the two warships, recently built in England, for Chile, for £1,875,000, complete. Chile asked £2,200,000 for them in February last, which Great Britain refused to give.

## Russia and Japan.

The reported Russo-Japanese agreement is discredited in Tokio.

**Opening of the German Reichstag.**  
The Reichstag has been opened. The Kaiser, who invariably attends, was absent from the ceremony.

## ANTARCTIC EXPEDITION.

THE RELIEF SHIPS "TERRA NOVA" AND "MORNING."

The *Terra Nova* and *Morning*, the two Antarctic relief ships, are now at Hobart, and they will start out about the first week in December to the relief of the *Discovery*.

The *Terra Nova* is described as a fine stamp vessel, barque-rigged, and is fitted with powerful engines, enabling her to push her way through the ice. She was built in 1884 by Messrs. Alexander Stephen and Sons, Dundee, and, at the time of her launch, was, as she is now regarded, the *chief ducasse* of this noted firm in marine architecture as applied to Arctic navigation. The ship is 187 ft. long, 31 ft. beam, and 19 ft. deep, and is of 450 tons n.t. and 744 tons gross. The engines are of 120 nominal horse-power. The planking of the hull is 4 in. in thickness in the bottom, and 5 1/4 in. in the top sides, and consists of specially-selected oak and elm. This is fastened on the outside with ironbark and green heart, from 2 1/2 in. to 3 in. in thickness.

At the bows, extending to 8 ft. or 9 ft., "ice shocks" of ironbark, the greatest thickness of which is 9 in., fortify this part of the ship against the strain involved by the impact with ice. Heavy knees of oak render the forepart of the vessel almost solid, the mass of timber at this part being almost lost in thickness, fore and aft, binding and bracing the stem to the keel and adjoining frames. The bows above and below the water line are further protected by heavy steel plates, while the outside face of the stern is fortified by a steel plate 18 in. broad and 3 1/2 in. in thickness.

The mean thickness of the framing, which is of solid oak, is about 1 1/2 in., and there is also an inside skin of 3 1/2 in. thick, giving the ship's side a mean thickness of over 2 1/2 in. Further strength is imparted by the vessel being braced diagonally by beams 14 in. square. The vessel can steam between nine and ten knots. She was formerly engaged in the sealing industry, and was chartered by the British Government to relieve the National Antarctic expeditionary steamer *Discovery*. A small fit of work was performed at Dundee in fitting the *Terra Nova* out for this expedition, the vessel being entirely re-barque-rigged in ten days.

The *Terra Nova* left Dundee on August 21, and on the 26th H. M. second-class cruises *Mimosa*, 1600 tons, and of 12 knots speed, took her in tow to Portland, arriving at Gibraltar on August 31, where she was handed over to the second-class cruiser *Wellesley*, of similar tonnage and speed, reaching Port Said in sight on September 7. Both these vessels towed the *Terra Nova* at a speed of 12 knots. She left at noon next day under her own steam arriving at Suez on the 9th, and leaving immediately. Arrived at Aden on September 14, and left on the 15th in tow of the second-class cruiser *Fusilier*, 4300 tons, 10 knots, to Hong Kong at the rate of eight knots to the north of Socotra Island, from which stage the *Terra Nova* made the remainder of the passage herself, steaming and sailing alternately. Beautiful weather prevailed until the vessel made the meridian of Cape Leeuwin. At this point heavy gales and high seas were experienced. Big seas broke and a boat was smashed.

The *Terra Nova* carries a crew of 36 all told. Captain Harry McKey, a Dundee whaling skipper, is in command and has the following officers:—Chief, A. P. Jackson; second, A. J. Elms; third, R. W. Day; chief engineer, A. Sharp; second, W. Smith; third, C. McGregor; surgeon, W. C. Souter; purser and steward-in-charge, R. H. Morgan.

The *Morning* is in command of Captain Colbeck, and carries a crew of about 30. She and the *Terra Nova* will sail for M' Murdo Bay, in the Great Southern Continent, where it is expected the *Discovery* will be found. The *Morning*, it will be remembered, has already communicated with the *Discovery* once this year. The *Morning* is 32 years old, having been built by the late Syden Foy, of Tonsberg, Norway, in 1871; he was bought in 1901 for £3,800, and another £7,000 were expended in fitting her out for the expedition. The testing of the ship for stability and introduction of ballast tanks ran into £500. The vessel can carry 318 tons of coal, besides deck load, and 107 tons of provisions. She is barque-rigged, and has engines of sufficient power to propel her at the rate of eight knots. Her draught loaded is 10 ft.

## OUTBREAK OF FIRE

LAST NIGHT.

Shortly before midnight yesterday a somewhat serious outbreak of fire occurred in the mass of buildings, comprised between Wyndham St., Wellington St., & G'uart St., and Queen's Road, Central. The conflagration took place in a house, which was being demolished prior to re-construction, situated almost in the centre of the block designated. A few minutes after the first alarm had been given, the firemen from the Central and No 5 Stations were upon the scene with the necessary appliances. Some difficulty was experienced in reaching the seat of the outbreak, the only means of access being through two narrow lanes leading out to Wellington and Wyndham Streets. The firemen, European and Chinese alike, lost no time in getting to work and, thanks to their efforts and to the fact that the burning building was a mere shell without floors, the conflagration mastered in a little over thirty minutes. The event created some excitement in this densely populated district, and several European residents in the surrounding houses, both from their peaceful slumbers, were to be seen parading the street and awaiting expectantly the results of the struggle of those who were "fighting the fire." The night was bitterly cold, and the feelings of the men in who, owing to the apparent urgency of the case, had descended into the road with an overcoat over their pyjamas, can better be sympathized with than expressed. It is to be hoped that, when all danger had disappeared, they were soon able to recover that comforting temperature conducive to a peaceful slumber.

## THE PRESERVATION OF WOOD FROM FIRE AND DECAY.

The need for a satisfactory method of preserving wood from fire was brought into additional prominence recently by the lamentable Paris tulip catastrophe. Sir Ralph Moor, K.C.M.G., who has made a careful study of the question, gives an account in *Page Magazine* of the Ferrell processes, which have already gained marked distinction, and have been found to preserve wood effectively, not only from fire but also against the ravages of time.

In a recent issue of the *Times* the writer was enabled to call attention to the valuable discoveries and inventions of Mr. Joseph L. Ferrell, of Philadelphia, for treating wood to preserve it from fire and decay, for which the inventor has recently been awarded the Elliott Cresson gold medal of the Franklin Institute of Philadelphia, which is an institution somewhat similar to the Royal Society in England. The award in question is the highest one in the gift of the Institute. The importance of the position held by wood for all structural works cannot be exaggerated.

The first study necessary in this art is evidently a critical examination of the structure of wood generally, and of each kind of wood in particular, in order to determine the possible method of treatment, as also the particular method applicable, to obtain the desired result in dealing with each and every class of timber.

To arrive at the necessary knowledge of the structure of wood, thousands of sectional specimens, transverse, radial, and tangential from every kind of timber had to be taken, to study exhaustively the fibre, cells, pores, medullary rays, and general structure, and exhaustive experiments had to be carried out to determine the actual saturation necessary in the treatment of each particular kind of timber.

The next point of investigation was to determine a chemical substance suitable for use in solution for the treatment of timber against fire and decay, which should meet the following necessary requirements:—

(1) To render wood fire resistant in the highest degree, and to preserve it against decay.

(2) To have no deleterious effect on the wood, but, on the contrary, serve rather as a preservative and absolute germicide.

(3) To have no injurious effect on the strength of the wood, but rather to increase it.

(4) To have no hygroscopic qualities.

(5) To produce no efflorescence.

(6) To preserve the natural colour of the wood.

(7) To have no injurious effect on varnish or paint applied to the surface of treated wood.

(8) To be non-volatile under action of heat.

(9) To exert no corrosive or rusting action on metallic substances.

(10) To admit of wood after treatment being easily worked with tools, and not to add materially to its weight.

(11) To be so cheap as to render the treatment with it commercially practicable.

After exhaustive experiment sulphate of aluminium was determined as the principal chemical substance for employment in the Ferrell solutions—not that it met all the essential requirements, but it was found that in conjunction with other chemicals it could be made to meet them fully, and in this way by careful and exhaustive experiment the solutions were determined.

## COMMERCIAL.

In their report, dated to-day's date, Messrs. Erich, Georg & Co. state:—

The firmer feeling reported in our last circular has made further progress, and but for the reluctance of holders to part with their stocks at present rates, business would have been transacted on a larger scale, there being several buying orders in the market, which could not be filled owing to the higher rates demanded now. The sterling demand rate on London is 8 1/2 d., while the rates of exchange on Shanghai close at Tls. 7 1/2 for a T/1, and Tls. 7 1/2 to Tls. 7 1/2 for a three days' sight Private Paper.

## WEEKLY SHARK REPORT.

Messrs. Benjamin, Kelly and Potts, report of 4th inst. states:—Moderate progress has been made in stocks during the past week and the whole active list is better. The general position is decidedly more satisfactory and a further improvement in the higher class investments has to be chronicled.

**Banks.**—Hongkong and Shanghai Banks have been going up by leaps and bounds and we make the closing rate £60. In London the stock has still further advanced, the latest advice to hand quoting £64. Our quotation for Nationals is £30.

**Marine Insurance.**—A small parcel of Unions have changed hands at \$492. China Traders have found buyers at \$61, and further sales of Cantons have been effected at \$75.

**Fire Insurances.**—We have heard of no transactions in either stock.

**Shipping.**—Hongkong, Canton and Macao Steamboats have been disposed of at \$3 1/2, \$3 1/2 and \$3 1/2, and can now be placed at \$3. Indo-China have been on the rise and are inquire for \$76 after sales at the rate.

Douglas Steamships have again been sold and more shares are wanted at \$30. Star Ferries have been taken off the market at \$28 and \$18 for the old and new shares respectively, and are in further request at these prices. Shell Transports have inquiries at the improved rate of £1 1/2. Taku Tugs are quiet at Tls. 36. Shanghai Tugs remain unchanged at Tls. 5 1/2 (old) and Tls. 50 (new).

**Refineries.**—China Sugars have been booked at \$103, \$104 and \$105.

**Mining.**—There is nothing doing locally. In Shanghai, Chinese Enginings are reported sold at Tls. 55.

**Docks, Wharves and Godowns.**—Hongkong and Whampoa Docks are steady at \$206. Faihams have further risen and sales have been made at Tls. 128. Kowloon Wharves have been in strong request and have advanced to \$91. Shanghai and Hongkong Wharves have weakened to Tls. 205 at which figure, however, shares are in demand.

**Lands, Hotels and Buildings.**—Hongkong Lands have been done at \$151 and close with buyers at \$150. There are buyers of Shanghai Lands at Tls. 103. Hongkong Hotels have ruled steady and business at \$146 has resulted. Astor House Hotels can be placed at \$28, and Hotel des Colonies have been sold in the North at Tls. 134. Huniphreys Estates are firm with sales at \$11. China Providents continue in demand at \$9.

**Cotton Mills.**—Ewos have inquiries at Tls. 34, otherwise there is no change to report.

**Cigar Companies.**—Sumatras have advanced and business has been done at Tls. 52.

**Miscellaneous.**—Green Island Cements have been the firm of a fair business at \$23 1/2 and 23, and close in demand at \$24. Sales are reported of China Borneos at \$8. A. S. Watsons have been fixed at \$14 1/2 ex the interim dividend of 50 cents paid on the 10th ultimo. Electrica (old issue) are wanted at \$12 1/2, and the new shares are unchanged with buyers at \$6. Hall and Holtz can be placed at \$242 and Central Stores have improved to \$27. Langkais continue on the upward move and have changed hands at Tls. 310 and Tls. 312 closing firm at the latter price.

**FORTNIGHTLY MARKET REPORT.**

**Cotton.**—Market ruled firm and prices have advanced \$1 to \$2 per picul all round. Sales are reported of about 900 bales at \$27 to \$28 per picul. The unsold stock is estimated at about 700 bales.

**Yarn.**—The fall in the rate of exchange made importers firm and asked for higher prices, of which the Chinese dealers took advantage and sold a good lot of their former cheap purchases.

The business reported during the fortnight are for immediate requirements only. The prices show an increase of from one to two dollars and a half all round.

**Sales.**—Sales are reported of about 1,500 bales.

Arrivals about 2,000 bales. The unsold stock is estimated at about 3,400 bales. No sales are reported in local yarn. Japanese about 75 bales changed hands at \$127.

**Stones.**—The following stones are yielding milling stone:

Above the 340 south: 1 stopes; lode 23 in. wide, worth 4 dwt.

Above the 360: 3 stopes; lode 23 in. wide, worth 6 dwt.

Above the 380: 3 stopes; lode 23 in. wide, worth 9 dwt.

Above the 400 ft. north and also on the parallel lode (before reported): 2 stopes; lode 26 in. wide, and worth 12 dwt.

**Bukit Hitam.**—Stopes above the 260 level: 2 stopes; lode 19 in. wide, and worth 9 dwt.

**Plant and Machinery.**—With constant attention continue much as usual.

The concrete foundations for Cornish Pump Bob pit at Koman old main shaft are complete, and the Bob has been lifted into position, and is also finished. The first sweep-rock is coupled up, and foundations are being got ready for the new electrically-driven pumping plant. The masonry foundations for the new electric hoist are likewise being proceeded with. Separate Milling Return and Cost Sheet accompany this.

Milling Return for 4 weeks ending 7th Nov., 1903.

Stamps working 10.

Period of work 22 days, less lost time 11 days (6 hr. 30 min.), of which 1 hr. 30 min. was due to Sompam, and remainder to clean-up and mill repairs.

One mill: Koman 2,851 tons.

Itman 150 tons, Total 3,013 tons.

Mill duty: 2.8 tons per stamp per 24 hours.

Amalgam: Yield: 2,342 oz., giving 254 oz. melted gold: 132 1/2.

Button Yield: 5,000 dwt. per ton milled: 74.8% of contents.

Estimated Cost for 4 weeks ending 7th November, 1903.

European Salaries 4,504.28

Wages, Development 2,604.40

Ore Raising 4,600.20

Surface 3,025.60

Lumber, fuel and charcoal 280.70

Sundries, Petties 116.32

Royalty 1,000.13

Stores 1,771.19

3,203.64

81,056.57

Coal per ton: = £6.29 = dwt.

Expenditure on Capital a/c.

Koman 5,435.05

Bulldozers 1,044.40

New Main Shaft 3,000.99

55,683.82

C. G. WARNFORD LOCK, General Manager.

OPINION QUOTATIONS.

## Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DARDANUS"	On 4th December.
GLASGOW and LIVERPOOL	"YANGTSE"	On 13th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 20th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
S.S. "DARDANUS"	left Singapore on the 30th ult., and is expected to arrive here on the 4th instant.	

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP	"HYSON"	On 10th December.
LIVERPOOL	"ACHILLES"	On 20th December.
MARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 28th January.
MARSEILLES, L'DON & A'WERP	"YANGTSE"	On 1st January.
LIVERPOOL	"DIOMED"	On 22nd January.

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>etc.</i>	"TYDEUS"	On 1st January.
NAGASAKI, KOBE and YOKOHAMA	S.S. "CAUCHAS"	left Victoria, B.C., on the 25th ult., for this <i>etc.</i> Japan ports.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th December, 1903.

## CHINA NAVIGATION CO. LIMITED.

STEAMERS.	TO SAIL
"WUHU"	7th December.
"SUNGKUANG"	9th "
"CHINGTU"	10th "
"CHINGTU"	30th "
"CHINGTU"	30th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtse and Northern China Ports.

† Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—RED C. D. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th December, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 12th Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 19th Dec., at 10 A.M.
PERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,  
GENERAL MANAGERS.

Hongkong, 5th December, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,  
FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship Tons Captain To Sail  
"INDRASAMHA" ... 5,107 ... W. E. Craven ... Dec. 14, 1903.  
"INDRAVELLI" ... 4,899 ... R. P. Craven ... Jan. 14, 1904.  
"INDRAPURA" ... 4,999 ... A. E. Hollingsworth ... Feb. 13, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent,

TOYO KISEN KAISHA  
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	Ernest Bent	3,860	FRIDAY, 15th December, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	—

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager,

Hongkong, 1st December, 1903.

## Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903. [804]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

CAPTAIN SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 8.30 A.M., on Excursion Sundays, at 11.30 A.M., from Macao, Week Days at about 2 P.M., and Sundays at 7.30 P.M.

FARE—(Week Days) 1st Class, including cabin and servant, \$3; Return Ticket, \$5; and Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 2nd December, 1903. [1448]

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"PRONTO,"

Captain Grand, will be despatched for the above Ports on TUESDAY, the 8th proximo, at 3 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 30th November, 1903. [1429]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

"ORONO"

10th Dec.

"LOWTHER CASTLE"

15th Dec.

"SIKH"

24th Dec.

"SAGAMI"

5th Jan.

"LENOX"

15th Jan.

"AFRIDI"

27th Jan.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 4th December, 1903. [1430]

ESTATE AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW Z



HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.  
  
EVERYTHING  
UP TO DATE.  
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,  
GENERAL DRAPERS & HIGH CLASS  
DRESS-MAKERS.

HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.  
  
FAMED FOR  
SHIRTS.  
28, Queen's Road.

## Grand Xmas Bazaar.

ONE THOUSAND TOYS AND GIFTS.

PRICES TO SUIT ALL.

10 CTS. TO \$50.

## High Class Fancy Goods.

USEFUL PRESENTS  
FOR YOUNG AND OLD.

ON SHOW, TO-DAY.

November 21st.

R. G. HECKFORD,  
MANAGER.